FOR PROMPT ANNEXATION.

EUROPE VERSUS ASIA-HAWAHAN CIVILIZATION

Ex-United States Minister John L Stevens publishes in "The Kennebec Journal" of to-day

the following communication: plest statesmen have seen clearly that the United ates should have control of the Hawaiian Islands. Since the establishment of the American right to what is now the domain of the great States Oregon and Washington, followed by the acqui-California and Alaska, giving us a vast ontage on the North Pacific, and the construction five great continental railroad lines to that ocean, and the proximate completion of the Nicaragua Hawaii have been greatly increased. The predomi-nating opinion now in the United States is that American Union. But some say the question of now getting on very well; that good order prevails ged, the laws well administered, and the best forces of civilization in full force. It is urged that islands can get along very well for the present, and why not wait until everybody in the land is inced of the necessity of the important step of nnexation? To wait until the entire people of the nited States shall be ready to accept annexation to adopt a policy of delay and procrastiation which has never been adopted in regard to great question of public interest. Ceron before annexing Louisiana, Florida, California and Alaska. Our statesmen in ower did not procrastinate when the opportune came to make those great territorial acquist-They too well understood the contingencies angers of delay. There is nothing more true than the old adage that "there are times and tides ffairs of man." In the brief six years folowing the repeal of the Missouri Compromise, in 1854, the pressing question among Americans was, domination in the great territory of Kansas? It as plain enough to all who knew the facts that compromise were impossible. of official and military power, aided b tious or real pro-slavery immigration. The friends of free institutions saw that the only sure alternative to secure free Kansas was by an immigration of an opposite character. The Free State men, led Thayer, Robinson, Pomeroy, Spooner and others brave and clear sighted as they, in and outside territory in controversy, knew well the fatality of delay. They won a glorious success by the legiti-nate march of population seeking land, homes and of delay. They wen a glorious success by the legalimate march of population seeking land, homes and the just rewards of labor. Ancient and modern history alike furnish innumerable illustrations showing that territorial acquisitions are generally made either by military force and conquest or by the peaceful movement of population.

It is clear to all who know the essential facts that the real question underlying the Hawaiian situation is this—shall a European-American population and American political institutions permanently predominate on those valuable islands of the North Padeific? Or shall an Asiatic population and an Asiatic civilization, more or less stimulated and controlled by British agents and British interests, there prevail? So long as the native monarchy had some reason to be supported by a population mainly Polynesian, and there was but little movement of Asiatic peoples toward the islands, there was little danger of delaying American political and naval possession of them. But the conditions of fifty and of twenty years ago no longer exist. The native population is now decidedly in the minority, and is rapidly dwindling away. To-day the islands have not a fifth, probably not a tenth, of what they are capable of sustaining. It is, therefore, piain that the flow of immigration will decide the future possessors of the Islands.

The British Government will make no serious

Asiatics. I think there is but little danser from any action in the nature of force; but that unless active measures are taken the peaceful invasion and conquest will more effectually take place than any direct force possibly could. The danger that Anglo-Saxon civilization will be supplanted is really greater from the influx and now rapid development in every line of business of Chinese and Jepinese than was the revolutionary temperament of the late Queen. That was straightforward, awakened active hoefflity and brought its own cure, while this is insidious and is getting in its deadly work without the majority of the community realizing it."

Thorough information on the subject amply confirms the correctness of this language from a most responsible citizen of Hawaii. As in the memorable contest in the great Northwest, between free civilization and pro-slavery institutions and interests, emigration is to decide whether those islands are to be Asiatic or American. It may be said that those now in possession of the Hawaiian Government command the situation, and that they are thoroughly American in principles and interests. True, they are heroically holding the American fort, and so far as any disorderly elements exist on the islands the Dole Government commands the situation. But the islands are open on all sides to dangerous adventurers and intriguers from abroad. It puts a severe strain on the faithful men of the little Republic to take care of their internal affairs and at the same time protect the interests of the United States in the Islands against foreign intrigue and outside dangers. Prompt annexation would put immediate end to their difficulties and place American interests beyond doubt and uncertainty. Why continue to keep that noble American colony and its friends on the islands in painful anxiety? What right has the United States to keep them for years in suspense to their injury? Postponement of annexation can only be injurious to all concerned. The native Hawaiians can best be protected by American p

make the same commerce and of American naval ships in that remarkable centre for future naval ships in that remarkable centre for future American predominance and prosperity.

It is admitted that the sugar cultivation needs to be fostered and to have favorable conditions for success. But the resident planters, those who regard the islands their permanent home and care for their future civilization and government, are fast coming to the conclusion that contract labor is not a necessary requisite of successful sugarraising, and already only about half the labor on the plantations is by the contract system, which is destined to entirely pass away. The necessity of good government and of developing other industries is being fully appreciated by the planters and other enterprising citizens of the islands. Hence the present active movement to promote the coffee culture, for which a large area of land is found adapted. This admits of small farmers.

The imperative exigency of the present time demands that this Hawaiian question shall be settled at once and forever, and in the only way it can be settled to the safety of American Hawaii and to the permanent welfare of the United States. That noble American colony, which for many years has been growing up under America's fostering care and America's sacrificing Christian efforts, now anxiously, bravely, holds the spendid outpost in America's name and interest and appeals to all that is heroic and patriotic in the American heart, and a strangely shameful page of American history would be written, should that appeal fail to be answered affirmatively by the people and by the government of the United States.

DR. PARKHURST'S FIRST STEP.

COLONEL ERHARDT TELLS OF HIS EARLIEST

From Leslie's Weekly.

It is now some seven or eight years ago that during a discussion with Dr. Parkhurst I advanced the proposition that few clergymen knew much about the wants of a city like New-York; that they preached from the information they could get by looking at the scenes in print, not knowing what was behind. (This he very frankly admitted.) In the course of the evening it was agreed that with me he should visit the slums a few days later. We dined down town at Sutherland's on the appointed evening and began at Castle Garden, where immigrants were then landed. From there we took the east side. Water-st. Bowery, and where the slums abounded. In short, we saw what there was to see, and saw it as it existed.

We were alone; the locality was dangerous. The police officer commanding a precinct gave me a ward officer, who followed us instead of our following him. I mention this to show that here could be nothing prepared, as is often done for sight-seers, who are very much shocked, for example, at seeing a beautiful girl posting as a "victim of the opium habit," when, in fact, she was a victim at all, nor does she even smoke

opium, but on notice is dressed for the occasion, and smokes some harmless decoction, receiving as pay therefor whatever pittance the stranger chooses to give her.

Nothing escaped Dr. Parkhurst's attention; he saw and remembered all. I promised him that at I had shown him the lower slums, I would begin next time at the top, Circumstances, however, arose which made such a trip on my part impossible, and I so informed him.

Some time afterward Dr. Crosby died, and Dr. Parkhurst was elected his successor as president of the Society for the Prevention of Crime, The rest is known. I have seen him but a few times since we met years ago.

since we met years ago.

Of Dr. Parkhurst's pedigree I can tell nothing;
of that, indeed, I know nothing and care less. The
position he has reached does not come to him by
descent. He has made his own cont-of-arms, but I
think that this Purlian clergyman has selected the
claymore and the battle-axe to figure on his
contribute. more and itcheon. It have watched the control of the difference with him as I have watched the control of the c

his onward progress—no mere serious difference than whether it sometimes would not have been better to accomplish results by going around than by going through. He went through.

No more solendid achievement was ever accomplished by any conqueror than has been achieved by him.

Two fatal trolley accidents have occurred in Prooklyn within twenty-four hours. An unknown a st., near Joralemon-st. He was crossing the track and failed to get out of the way of Car No. 138 of the Seventh-ave. line of the Atlantic Avenue Comhe was picked up both arms and both legs were found to be cut off. He was dead. The man was about fifty years old and wore a black suit, a double-breasted brown overcoat, a black derby hat

and laced shoes. There was nothing to identify him. The body was taken to the Morgue.

Mrs. Mary Emerson, of No. 84 Monroe-st., a woman sixty-five years old, who was struck by a trolley car of the Broadway line at Broadway and Madison-st. on Tuesday evening, died last evening at St. Mary's Hospital.

A NEW-YORKER RUN OVER AND KILLED. E. R. Tubner, about forty-five years old, a collector for the American Portrait Company, of No. 25 East Fourth-st., this city, was struck and instantly killed last night by an Erie Railroad train at the Davis-ave, crossing in Kearny, N. J.

Instruction

For Young Ladies.-City. FRENCH ACADEMY, 853 Breadway (Union Square, outh), Prof. Berger, of Paris.—Rapid French instruc-convergation especially, no payment in advance; trial; French verts mastered in 8 I-scons, without h pupils can only speak French worse than vulgar

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REAL ESTATE.

BUSINESS AT THE EXCHANGES. A deputation from the Chicago Real Estate dealers visited the Liberty-st. Exchange yesterday to obtain information as to the method adopted in obtain information as exchange "Honest Government Ciul." It is proposed to organize the real estate men of Chicago in the same manner, with a view of overthrowing the corrupt element there. Slawson & Hobbs have made the following sales: For Emma F. Hale, of Keene, N. H., No. 33 West For Emma F. Hale, of Keene, N. H., No. 33 West Saventy-fifth-st., a five-story American basement dwelling, 2080x102.2, price \$45,000; for Patrick Pendergast, of Brewster, N. Y., No. 151 West Eighty-fourth-st., the five-story single flat, 1829x102.2, price \$31,000; for Francis M. Jencks, to John Selfridge, the lot 26.6x100, on the east side of Morningside-ave., 50 feet south of One-hundred-and-eighteenth-st., price \$12,500. Mr. Selfridge intends to build a five-story, three-family apartment house; and for Walter D. Starr, to John H. Williams, of Jersey City, the five-story double flat, 3x89x102.2, No. 13 West Eighty-fourth-st., price \$55,000.

REAL ESTATE TRANSFERS. 90th st. n s. 357.9 ft w of Stheave, 17.9x100.85;; Francis P Lowrey, referee, to George W Quinset, n s, 382 6 ft w of Etheave, 17.6x100.5; e Charlier and wife to Winona C Edson... st. n s, 249 ft w of Central Park West, Rec 15. Peter Wagner and wife to Elizabeth Bradley Signature 1995 Signat No 534 East, Felix Levy and wife to 284.6 ft e of Avenue A, 36.6x62.3; n et al, executors of John F Iden, Felix Levy ost, s. s. 87.9 ft e of Lexington-ave. To as, Felix Levy and wife to Marie Iden et executors, etc. ex-property and st. No 170 East, Abraham L Fox et al to y Faith st. s. 447.6 ft w of 5th-ave, 202100.5; ch M Woode to Anne E Gawiry st. n. s. 128 ft w of Lexington-ave, 21x 5. hernard Heller and another to Joseph steir st, s.s. 175 ft e of 21 ave. No 308 East 75th-Albert Fulton and wife to H P Brown, exanther and view, 67 9x100.11;
it w of 4th-ave, 67 9x100.11;
it w of 4th-ave, 67 9x100.11;
it mox ave, 32x100.11. e of L-mox-ave, 32x100.11; dia 8 Fuller at: Adam Hellmerich, and M Browning ... West, referee, and the of Liberst 49 Higher to Wellam H Althor, 22 H ft n of 144th-st, 25% and wife to Benjamin Manof Columbia are 200x100 s, al to Edward Hiren 1,029 Peter Herter to Maria map land of William O Gles, Martis Wunnenberg and husband to Mellera

shord Q, to 1; Volte, h w corner west and Sthet, I was the fee, withelming, to Heinrich E Kheath ite, No 427 East 1919 st, instalments, al. Mayer, to Pauline Rosenthal, w s 160.11 ft a of 124 hest, 3 years, r. Joseph H to Felix Levy, a s 87th at, the of Avenue A demand, g. Budelph W and another to L M Whites, al. n = 161a et, 209 ft w of 10th-ave, orare, Haminah, to Hyman Schnitzer, No 34 step at, instalments used Mary O, and another to United States to Haminas Company of New York, n emer of 5th are and 1223-84. 4 years ms, Lewis E, to A C Broart and another artess, n = 119th at, 90 ft w of Park are, 3

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Werra, Feb. 2, 10 a. m., Aig., Nap., Gen., Azeres,
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Werra, March 29, 7 A. M., for Algiers, Naples, Genoa.
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THE LARGE NUMBER OF PASSENGERS WHO WILL LAND IN EGYPT FROM THE NORMANNIA MAKES IT AUSOLUTELY NECESSARY THAT ALL WHO INTEND TO GO UP THE NILE SHOULD SECTRE ACCOM-MODATIONS FROM US AT ONCE. WE ARE BOING OUR UTMOST, BY PUT-TING ON SPECIAL STEAMERS, TO MEET THE PRESSURE, IN ORDER, HOWEVER, TO AVOID DISAPPOINTMENT, ALL WHO WISH EMMEDIATELY.

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1:00 P. M.— Daily, Southwestern Limited, for Cincinnati, Indianapolis, St. Leals and Chicago.

3:30 P. M.— Ex. Sunday West Point, Poughkeepste, Albary, Troy, Sarategi.

4:30 P. M.— Italy, North Shore Limited, Due Detroit Si29 A. M., Chicago, 4:30 F. M.

6:00 P. M.— Daily, For Albary, Troy, Buffalo, Cleveland, Detroit, Chicago, Chichinati, St. Louis, Editor, P. M.—Daily, For Troy, Saratega, Burlington, Plattsburgh and Montreal.

7:30 P. M.—Daily, For Troy, Saratega, Burlington, Plattsburgh and Montreal.

7:30 P. M.—Daily, For Auburn Read points, Buffalo, Niagara Falis, Cleveland, Chichinati, Indianapolis, St. Louis, Chicago.

9:00 P. M.—Daily, For Clayton, Cape Vincent, Ogdensburg, Cheviand, Detroit, Chicago.

9:04 A. M. and 3:38 P. M.—Daily, except Sunday, to Puttsbeld, via Harlein Publish.

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Baggage checked from hotel or residence by the Westcott Express Company, John M. TOUCEY.

GEORGE H. DANIELS.

Nork, foot of chambers-st., duily, as follows, and five minutes earlier from West 23d-st.;

9:15 A. M. -Vestibuled Express for Waverly, Binghamton, Emira, Burfalo, Bradford and Salamanca, Parlier car to Hornellaville.

3:00 P. M. -Vestibule Limited. Solid train for Chicago and Chambers and Chemnath. Drining Car.

6:30 P. M. -Buffalo Vestibule Express, arrives Buffalo 6 A. M. making direct connections for Detroit, Chicago and the West. Buffalo passengers can remain in sleeper until 8 A. M.

8:45 P. M. -Vua Chautauqua Lake and Niagara Falls. Solid train to Chicago. Sleepers to Buffalo, Chicago and Chemnatt. Dining car.

1 OCAL TIME TABLE, TYKETS AND PULLMAN Laccommodations at 261, 401 and 207 Broadway, 156 East 123th-st. Chambers and West 23d-st ferries, New York, 334 Futton-st. Brooklyn; 200 Hudson-st., Hobeken, and Jersey City Station. Eric Transfer Corriany calls for and checks baggage from hotels and residences to destination.

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Leave New-York, foot of Liberty St., daily for CHICAGO, 1:30 p. m. and 12:15 night. For PITTSBURG, 1:30 p. m., 12:15 night. For CINCINNATI, ST. LOUIS, 9:00 a. m., 6:00 p. m., For WASHINGTON, DALTI-MORE, 9:00 a. m. (11:30 a. m. Dining Car), 1:30 (3:30 p. m. ex. Sunday), (6:30 p. m. Dining Car), 1:30 p. m. 12:15 night. All trains run daily except 3:39 p. m.

12:15 night. All trains run daily except 3:39 p. m.

For NORFOLK, Bay Line, 1:30 p. m. ex. Sunday,
For NORFOLK, Bay Line, 1:30 p. m. ex. Sunday,
Ticket offices: 172, 291, 415, 1;140 Edway, 31 East 14th
St., 127 Howery, N. Y.; 344 Futton M., Brooklyn; Statton foot of Liberty St., C. R. R. of N. J.

New-York Transle. Co. will call for and chasck baggage from hotel or residence to destination.

Railroads.

STATIONS foot of Desbrosses and Cortlandt Street

In Effect November 18, 1894,
9.30 A. M. FAST LINE.—Parior Cur to Pittaburg,
10.00 A. M. PENNSYLVANIA LIMITED.—Pullman
Compartment, Sleeping, Pining Smoking, and Observation Cars Arrives Chicago 9 a. m., Cleveland 5.3
m., Clirchinatt 0.20 a. m. and Indiamophis 7.45 a. m., tion Cars Arrives Chicago 9 a. m., Cleveland 5.23 a. m., Cincinnati 6.20 a. w. and Indianapolis 7.5 a. m., and Toledo 9 a. m.

2.00 P. M. CHICAGO AND ST. LOUIS EXPRESS.—Pullman Sleeping and Dining Cars to St. Louis, Louis, ville, and Chicago Arrive Cincinnati 10.45 a. m., St. Louis 7 p. m., Chicago 5 p. m.

6.00 P. M. WESTERN EXPRESS.—Pullman Sleeping and Dining Cars to Chicago 9 p. m. next day.

7.45 P. M. SOUTHWESTERN EXPRESS.—Pullman Sleeping and Dining Cars to Chicago 9 p. m. ext day.

7.45 P. M. SOUTHWESTERN EXPRESS.—Pullman Sleeping and Dining Cars to Chicago 9 p. m. ext day.

7.45 P. M. SOUTHWESTERN EXPRESS.—Pullman Sleeping Cardives Cincinnati 6 p. m., Indianapolis 10:15 p. m., St. Louis, Arrives Cincinnati 6 p. m., Indianapolis 10:15 p. m., St. Louis, Arrives Cincinnati 6 p. m., Indianapolis 10:15 p. m., St. Louis, Arrives Cincinnati 6 p. m., Indianapolis 10:15 p. m., St. Louis, Arrives Cincinnati 6 p. m., Indianapolis 10:15 p. m., St. Louis, Arrives Cincinnati 6 p. m., Chicago daily, and Cleveland and Toledo except Saturday.

8.00 P. M. FACIFIC EXPRESS.—Pullman Sleeping Cardivers of the Chicago daily, and Cleveland and Toledo except Saturday.

8.30, 9.00, 10:10 Limited Gining Cari, 11 a. m., 216

3.29 (Dining Car), 4.50, 5 (Dining Car), 9.09 p. m., 12.15 night.

SOUTHERN RAILWAY EXPRESS, 3.20 p. m. daily. Sleepers to 'l'gusta, St. Augustine and Tampa; 4.26 p. m. daily. Sleepers to Hot Springs. Membhis and New-Orleans; 12.15 night, daily, Sleepers to Montgomery and Jacksonville.

ATLANTIC COAST LINE, 9.00 a. m. daily. Sleepers to Tampa, St. Augustine, Macon, Charleston, 9.09 p. m. daily. Sleepers to Tampa, Savannah, Richmond. 5.00 P. M.—Daily for Chesapeake and Olito Railway. Through Sleepers and Dining Cars. FOR OLD FOINT COMFORT and NORFOLK, via Cape Caarles Route, 8 a. m. week-days, and, with Turouch Sleeper, 8 p. m. daily.

FOR ATLANTIC CITY and CAPE MAY, 100 P. M. week-days. Through Buffet Parlor Car to Atlants. week-days. Through Buffet Parlor Car to Atlanta City.

For Long Branch. Asbury Park, Ocean Grove, and Fear Pleasant, 5.10 d. m., 12.10, 3.40, 5.10 and 11.50 g.a. week-days. Sundays. 5.45 a. m., 5.15 p. m. (55 g.a. stop at Asbury Park, Ocean Market, Carlot, Carlo

GENTRAL RAILROAD OF NEW-JERSEY,

FOR LAKEWOOD.

4.30, 8.15 A. M., 1:45, 3:40, 4:40 P. M.
For Farmingdale, Toms River, Harnegat Park and Barnegat, 4.30, 8:15 A. M., 1.45, 4:40 P. M.
For Atlantic City, Cape May, Vineland and Bridgeton,
4:30 A. M., 1:45 P. M.
For Montmouth Pepeth, Scabright and Highlands of
Navesink, 4:30, 8:15, 11:30 A. M., 1:30, 1:45, 4:90 P. M.
Sundays, 9:00 A. M., 4:70 P. M. ROYAL BLUE LINE

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20 A. M.—BINGHAMTON MAIL. Stops at principal

ct at Bugalo with train for Unicago, arriving 9.29 prox. day.

prop. P. M. (Dully) BUFFALO, SCRANTON, BINGHAMTON, UTICA, SYRACUSE and OSWEGO EXPRESS,
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Murray-st, and 429 Broadway. Tickets at ferry stations,
785 and 542 Broadway, 31 West 125th-st., 225 Columbusave, New-York, 323 and 725 Fullcon-st., and 74 Broadway,
Broadway, Broadway, firedly and 74 Broadway,
Broadway, Broadway, 51 West 125th-st., 225 Columbusstations.

WESTSHORE R.R.

dins leave West 42d St. Station, New-York, as fol-and 15 minutes earlier from foot Frankin St.; A. M. Daily, Local to Buffalo, Syracuse, Roches-Buffelo, Nigara Falls, Defroit, Chicago; except Buffelo, Nigara Falls, Defroit, Chicago; except Saturday for Tor nto.

5:15 P. M. Daily for Albany, Montreat, Utica, Syracuse, Rochester, Buñalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago and St. Louis.

7:45 P. M. Daily, except Sunday, for Utica, Syracuse, Rochester and Luftalo, Carries sleeping-car passengers

other information address other informations and information address other informations of the control of the co tiotels

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